

What is claimed is:

1. A method for operating a motor vehicle, the method comprising the steps of:

determining a target region (TR) forward of said motor vehicle;

5 providing an operating recommendation to the driver in dependence upon the determination of said target region (TR);

determining an arrival probability (PCOL) at said target region (TR); and,

10 outputting said operating recommendation to said driver when said arrival probability (PCOL) at least reaches a first limit value (PLIM).

2. The method of claim 1, comprising the further step of determining said arrival probability (PCOL) via at least a probability density (PDIS,T, PDIS,S).

3. The method of claim 2, wherein said probability density (PDIS,T, PDIS,S) is dependent upon the type of roadway (HWY, NRD, CIT) on which said motor vehicle is traveling.

4. The method of claim 1, comprising the further step of outputting said operating recommendation to the driver independently of said arrival probability (PCOL) when the time (TTC), which would be necessary for reaching said target region (TR) with undiminished speed, is at most equal to a second limit value (T1).

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5. The method of claim 1, comprising the further step of

determining said arrival probability (PCOL) when the time (TTC), which would be necessary for reaching said target region (TR) at undiminished speed, is at most equal to a third limit value (T2) and/or when the distance (DS) of said motor vehicle to said target region (TR) is at most equal to a fourth limit value (S2).

6. The method of claim 1, wherein said first limit value (PLIM) is dependent upon a driver-dependent influence factor (RGEW).

7. The method of claim 6, wherein all of said limit values (PLIM, T1, T2, S2) are dependent from a single driver-dependent influence factor (RGEW).

8. The method of claim 7, wherein said driver-dependent influence factor (RGEW) can assume a value from (a) to (b); and, wherein the outputted operating recommendation leads to an optimization of fuel consumption when said influence factor (RGEW) is equal to (a) and leads to an optimization of the driving time when said influence factor (RGEW) is equal to (b).

9. The method of claim 1, wherein said operating recommendation to said driver includes a recommendation to release the accelerator pedal.

10. A computer program comprising said computer program being programmed to carry out a method for operating a motor vehicle and stored on a storage medium, the method including the steps of:  
determining a target region (TR) forward of said motor vehicle;

providing an operating recommendation to the driver in dependence upon the determination of said target region (TR);

10 determining an arrival probability (PCOL) at said target region (TR); and,

outputting said operating recommendation to said driver when said arrival probability (PCOL) at least reaches a first limit value (PLIM).

11. A control apparatus for a motor vehicle, said control apparatus comprising being programmed to carry out a method for operating a motor vehicle, the method including the steps of:

5 determining a target region (TR) forward of said motor vehicle;

providing an operating recommendation to the driver in dependence upon the determination of said target region (TR);

determining an arrival probability (PCOL) at said target region (TR); and,

10 outputting said operating recommendation to said driver when said arrival probability (PCOL) at least reaches a first limit value (PLIM).

12. A motor vehicle comprising a control apparatus which is programmed to carry out a method for operating a motor vehicle, the method including the steps of:

5 determining a target region (TR) forward of said motor vehicle;

providing an operating recommendation to the driver in dependence upon the determination of said target region (TR);

determining an arrival probability (PCOL) at said target region (TR); and,

10            outputting said operating recommendation to said driver when  
said arrival probability (PCOL) at least reaches a first limit  
value (PLIM).